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T. F. Hough, Esq., C. J. Lafrenza, Esq., Hong Kong, July 22, 1911. 1424

THE S.S. CHANGSHA ACCIDENT.

Suspension of the Third Engineer's Certificate.

James Edward Runcie, chief engineer, and Walter Douglas Cullen-Ward, third engineer, of the steamer Changsha, were on August 18th, called upon before His Honour Judge Buckhouse, with two engineer assessors, Messrs Berry and Cromack, in the Marine Court at Sydney, to show cause why their certificates should not be cancelled or suspended.

An accident occurred on board the steamer on July 13, on the voyage from Hongkong to Melbourne, as a result of which one of the boilers was seriously damaged. At the inquiry on August 15th the Court found that the casualty was caused by the wrongful act of the chief engineer by putting too much water in the boiler in the first instance, and by his default, when he was called, in not trying to ascertain more accurately before he left what was the cause of the trouble, and by the wrongful act of the third engineer in allowing the blow-off cock to remain open too long.

The Court directed that the certificate of the third engineer, Walter Douglas Cullen-Ward, be suspended for three months from July 13, but added that it did not feel justified in dealing with the chief engineer's certificate.

In giving the decision His Honour remarked that the Court considered the chief engineer would have acted more wisely if he had not put so much water in the boiler, and if he had remained in the engine-room when called, and seen that the cause of the trouble had been removed before leaving. They were not, however, the direct causes of the accident, and the Court therefore did not feel justified in dealing with the chief's certificate. The third engineer's neglect was much greater. It would have been his proper course to try the "double shut-off" test, and then if not satisfied to inform his superior officers. The Court was of opinion that if a little more care had been shown by Mr. Ward the accident would not have occurred.

His Honour remarked that Mr. Ward's character in the past had been an excellent one.—*Sydney Evening News.*

AT THE MAGISTRACY.

A sentence of three months' imprisonment was imposed on a youth, at the Magistracy this morning, by Mr. F. A. Hazland, for stealing some clothing from his mother at Kowloon City.

J. W. Powers was sentenced to one month's imprisonment with hard labour, by Mr. F. A. Hazland, for failing to return to the House of Detention. Defendant was let out at 10 o'clock on the morning of the 22nd August until 4 o'clock in the afternoon to look for work but he did not return and was arrested yesterday near the Clock Tower by P. O. Marks.

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Centrally situated, up-to-date Hotel. Recently renovated and under entirely New Management. Large and comfortable Rooms, Excellent Cuisine, and the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to **MANAGER, L. GAMEAU, Proprietor.**
N. BLUMENTHAL, Manager.
Hongkong, October

Weismann, Limited.

Bakers, Confectioners, Caterers,
Restaurateurs.

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910.

ENO'S 'FRUIT SALT'

A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver, Temporary Congestion arising from Alcohol Beverages, Errors in Diet, (Eating or Drinking.) Biliousness, Sick Headache, Giddiness, Oppression or Feeling of Melancholy, Vomiting, Heartburn, Sourness of the Stomach, or Constipation. It is a Refreshing and Invigorating Beverage, most Invaluable to Travellers, Emigrants, Sailors, and Residents in Tropical Climates.

ENO'S 'FRUIT SALT' assists the Functions of the Liver, Bowels, Skin, and Kidneys by Natural Means. It is the blood in the body that is the cause of all the ailments of the system, and it is the blood that is the cause of all the ailments of the system, and it is the blood that is the cause of all the ailments of the system.

CAUTION.—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT'; otherwise you have the standard form of falsity—IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, London, E.C. 4, and by J. C. ENO'S Patent.
Sold by Chemists and Stores everywhere.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, or neuritis, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, nervousness, restlessness, and all the ailments of the system, are all cured by the use of this wonderful and highly scientific preparation. It is the blood in the body that is the cause of all the ailments of the system, and it is the blood that is the cause of all the ailments of the system.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, or neuritis, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, nervousness, restlessness, and all the ailments of the system, are all cured by the use of this wonderful and highly scientific preparation. It is the blood in the body that is the cause of all the ailments of the system, and it is the blood that is the cause of all the ailments of the system.

Send stamped addressed envelope for free booklet on VETARZO for 1/6 bottle of either remedy, to THE VETARZO REMEDIES CO., 10, QUEEN'S ROAD, LONDON. Unstamped Vendors may try to sell you something else for 1/6 bottle, but do not accept it, but insist on having VETARZO. The genuine has the words 'VETARZO REMEDIES' on Government Stamp.

AIR CRUISERS.

2,000 Can be Built at Cost of Battleship.

The use of aeroplanes in the recent German and French military manoeuvres, and their remarkable success, gives additional interest to an interview with the distinguished British aviator, Mr. Claude Grahame-White, given to a correspondent of The New York Times just before he sailed for America to take part in the Boston Aviation Meet.

"My chief interest for the moment," added Mr. Grahame-White, "is in the development of a flying machine for purposes of war. I have just returned from a visit to the flying schools of France. At the forthcoming French manoeuvres more than thirty aeroplanes, representing all the world's best types, will be engaged in reconnoitring work or regular trials."

"Air 'cruisers' are now being built and used in France for the purposes of war. These machines, which are combinations of the biplane and monoplane, carry a crew of three men, sitting just behind the motor. In the long boat-shaped body of the machine is the engine. His sole duty is to attend to running the engine. Next, with plenty of room for his maps and compass, is the 'observer.' He is a military officer who has specialized in aerial reconnoitring. Then comes the pilot of the aeroplane, who manipulates the levers and controls its flight."

"It will not be long before France will have a fleet of 100 war aeroplanes. Germany, too, is secretly busy with the construction of a large air fleet; but it is now clear that aeroplanes will not be used in warfare in twenties, fifties, or hundreds. They will be built and down in thousands. They are extremely cheap when compared with any other weapon. They can be quickly built. When reconnoitring is done in actual warfare, fifty or even a hundred machines may be sent out at one time to scour a large tract of country. Their vulnerability to artillery fire from below enters into the question, of course, so far the tests which have been made have not been conclusive. Personally, I believe that although one or two of the squadrons of reconnoitring machines may be struck, a sufficient number will always return to provide the Commander-in-Chief with complete information of the enemy's movements."

TO CARRY EXPLOSIVES.

"Other things being equal, there is now no reason to doubt that the country which has the most efficient air fleet will win in the next great war."

"Although at present aeroplanes are being tested chiefly for their scouting and dispatch-carrying work, military experts in both France and Germany are studying seriously the destructive possibilities and weight-carrying capacities of war aeroplanes. Already a machine can be built to carry a pilot and engineer, with an appreciable load of explosives, and by thus laden for several hours."

"Trenchard bombs," it is calculated by expert who have studied this particular question, will prove a most deadly form of aeroplane attack. Falling, say, upon fortifications or supply stores, they will start fires in a dozen places. A mechanism has already been devised to deliver a stream of such bombs from a chamber fixed beneath the aeroplane and operated by the pilot from his seat."

"Considerable skill is needed to drop a bomb accurately from any great height, but in the aerial attacks of the future a squadron of machines will pass to and fro over the spot to be bombarded, and each will release a series of bombs. Thus, although there will be an inevitable percentage of misses, a great many missiles will be sure to reach the mark."

CAN ATTACK FORTIFICATIONS.

"Attacks on fortifications and supply stores harassing troops on the march, and night attacks upon troops in bivouac will be among the offensive uses of the aeroplane in war time. But, with the wonderful improvements which are being made in machines, the destructive possibilities of the aeroplane are almost unlimited."

"Special weight-lifting machines could be built to-day capable of flying from foreign soil, hovering over London, dropping tons of explosives on the city, and returning to their starting place without descending."

"There is no excuse now for any nation to belittle the possibilities of the aeroplane in war. Proofs without number have been given of the growing reliability of machines. The aeroplane engine is now as reliable as that in the motor car. Winds of thirty or thirty-five miles an hour may be blown and landings on quite rough ground may be made, and—this point above all others must be remembered—for the price of one of the largest battleships a nation can provide itself with a fleet of some 2,000 aeroplanes."

It has been decided by the committee of the Royal Aero Club not to sanction the proposed aviation race between Shoreham and Dieppe, as they consider that a flight of nearly 80 miles over the sea entails unnecessary danger.

SOMETHING DEPENDABLE.

DIARRHOEA is always more or less prevalent during 'hot' months. Be prepared for it. Chamberlain's Colic, Cholera and Diarrhoea Remedy is prompt and effective. It can always be depended upon and is pleasant to take. For sale by all Chemists and Storekeepers.

COMMERCIAL.

SHARE REPORT.
Messrs. Vernon and Smith's 4th weekly share report dated September 22nd states:—

A quieter tone has prevailed in our market during the past week, but with few exceptions rates have ruled fairly steady. Rubber and mining shares have attracted but little attention during the interval, and close with no material change on last week's rates. Fine Hard Rubber is quoted from London to-day at 4/10; sellers, and Tronohs (Tin Mines) at 63/9; buyers, 60/9; sellers. The Bank of England rate of discount has advanced to 4 per cent, and the open market rate to 3½ per cent. Bar Silver closes at 24½d. per oz. steady, and Sterling T.T. at 1/9½. Shanghai T.T. is quoted at 75½.

Banks.—Hongkong and Shanghai have been booked at \$885 and \$882½ closing with sellers at \$890. London has declined to \$84. 10/.

Marine Insurance.—Unions without reported business have advanced to \$825 buyers. China Traders are unchanged at \$105, and Yangtzes at \$225 at Ex 73. North China have improved to Tls. 169½ buyers, and Cantons to \$211 buyers.

Fire Insurance.—China's have been sold at \$125 and \$126 closing with buyers at the latter rate. Hongkong after sales at \$360 can probably be placed to a further extent at the quotation.

Shipping.—Hongkong, Canton and Macao have suffered a further decline, due probably to the fear in some quarters that the opening of the Kowloon-Canton railway, and the breaking up of the 'pool' may adversely affect after the company's earnings, and sales at \$27½ down to \$24½ are now required for at \$26 with no sellers at the moment. Indochina have been done at the reduced rate of \$80 for preferred and deferred combined. China and Manila close in request at \$11½ after sales at that rate and \$11½. Douglases have advanced to \$34 with buyers, and Star Farries (old) to \$27, and (new) \$17. Shell Transports are quiet with probable sellers at 70.

Refineries.—China Sugars are easier with sellers at \$140 and buyers at \$135 after reported sales at \$138. Luzons after weakening to reported sales at \$20 are now in request at \$27½ with no sellers.

Mining.—Raubs have improved to \$3 and at this rate more shares could probably be placed. Chinese Engineerings and Charbonnages are unchanged, and without local business.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are quiet with probable sellers at \$51 and buyers at \$50. Kowloon Wharves are quiet with 'small' sellers at \$50. Now Amoy Docks are offering at \$7 but no further business has transpired. In the North, Shanghai Docks are quoted at Tls. 53 buyers, and Shanghai and Hongkong Wharves at Tls. 81 quiet.

Land, Hotels and Buildings.—Hongkong Lands have been booked at \$99½ and close with probable sellers at \$100. Kowloon Lands are obtainable at \$28, and Humphrey's Estates to a limited extent at \$7½. West Point has improved to \$49½ buyers, but no business is reported. Hongkong Hotels have been booked and can still be placed at \$119 and \$72 for the old and new issues respectively. Shanghai Lands are a little easier at Tls. 96½.

Cotton Mills.—Hongkong are a quiet market at \$5. Shanghai mail advices quote Ewos at Tls. 87½, Soy Chees at Tls. 24, Lau-kung-mows at Tls. 60. Internationals at Tls. 44, and Ewo (preferred) at Tls. 99.

Miscellaneous.—Campbell-Moore have further advanced to \$12 with buyers. There are buyers of Dairy Farms at \$23½. Cements at \$4½. Electrics at \$21½. Union Water Boats at \$7. Steam Laundries at \$3, and Watkins at \$2½. Waltons have been done at \$51 and Powells at \$4. The quotation for Langkats received by wire from Shanghai to-day is Tls. 77 buyers.

Rubbers, etc.—The following London quotations (middle price) were received by wire to-day:
Latex... 95/-
London Asiaties... 10/6
London Ventures... 1/9
United Sordangs... 97/8
Alagars... 37/-
Batu Tigas... 73/9
Sapong... 25/-
Linggi... 40/-
Anglo Malays... 17/6
E. and L. Trusts... 2/8 disnt.
Rubber Trusts... 8/9 prem.
Indo-Chinas (P and D)... 105/-
I.L. Electric Trans... 3/-
Tronohs Tin Mines... 87/-
Shell 'Bearers'... 74/6

The Man Who Gets There

Is the man who has blood—real 'rich red' blood—and plenty of it—in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

OF ALL CHEMISTS

Prices: 31/6 and 22/6.

CROSSE & BLACKWELL

C & B

CELEBRATED OILMEN'S STORES.

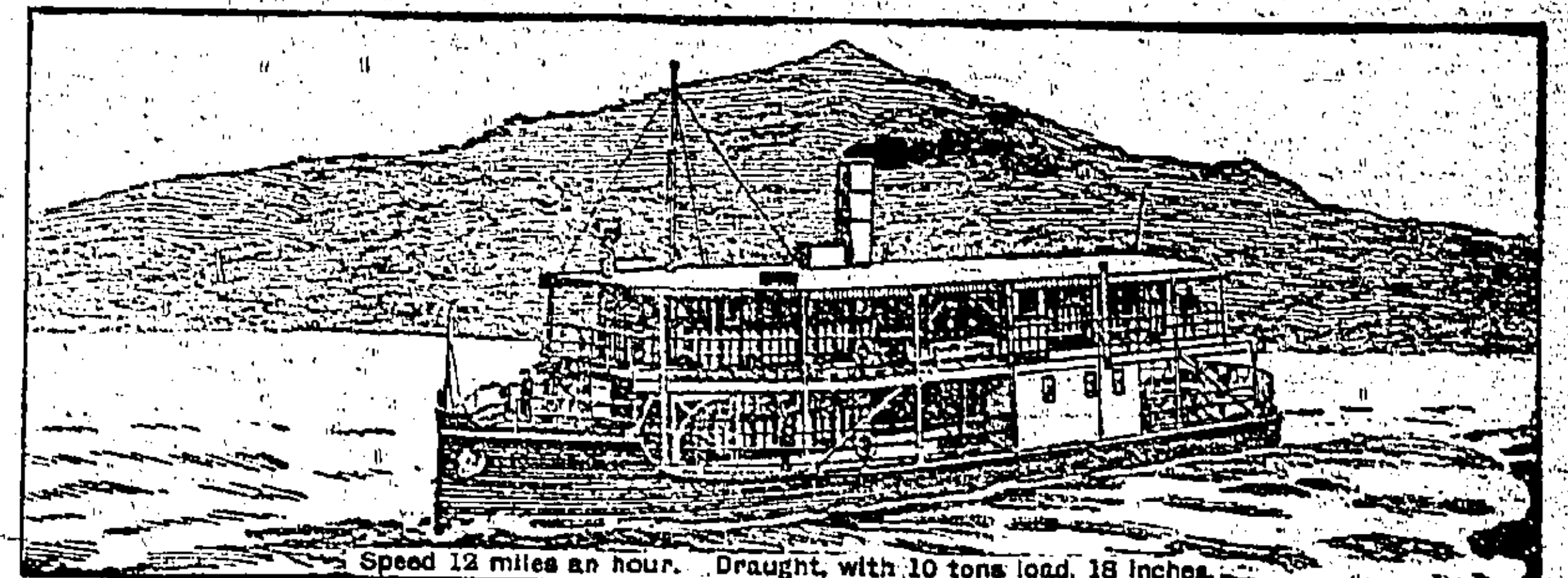
TABLE DELICACIES.



PICKLES, SOUPS, JAMS, JELLIES, POTTED MEATS, MALT VINEGAR, SALAD OIL.

Agents for Lee & Perrins' WORCESTERSHIRE SAUCE.

YARROW'S SHALLOW-DRAUGHT STEAMERS.



YARROW'S make a specialty of SHALLOW-DRAUGHT RIVER STEAMERS, either propelled by a STERN-WHEEL or by SCREWS WORKING IN TUNNELS, fitted with YARROW'S PATENT HINGED FLAP, by which means a considerable increase in speed is obtained without increase of cost. Vessels can be delivered whole, in pieces, or in detachable sections arranged so that they may be readily united while afloat.

For particulars apply to:—

YARROW & Co., Ltd., Shipbuilders, GLASGOW. (Formerly of POPLAR, LONDON.)

Dr. J. Collis Browne's

Chlorodyne

THE ORIGINAL AND ONLY GENUINE.

The Best Remedy known for
COUGHS, COLDS,
ASTHMA,
BRONCHITIS.

The Most valuable Remedy ever discovered. Effectually cures short, all attacks of SPASMS. Checks and arrests those too often fatal diseases—FEVER, CHOLERA, AGUE.

Acts like a charm in
DIARRHŒA, DYSENTERY, and CHOLERA.

NEURALGIA, GOUT,
RHEUMATISM, TOOTHACHE.

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail; leaves no bad effects; and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

None Counterfeit without the words 'Dr. J. Collis Browne's Chlorodyne on the Stamp.'

Sold by all Chemists. Prices in England, 1/11, 2/9, 4/6.

Sole Manufacturers: J. T. DAVENPORT, Ltd., London, S.E.

BEST HOUSEHOLD COAL.

Delivered free Kowloon: \$10.50 per Ton.

Delivered free Hongkong: \$11.50 per Ton.

Delivered free Peak District: \$13.75 per Ton.

F. Blackhead & Co.,

Coal Merchants.

S. HANDA.

JAPANESE MASSAGIST.

By HAND ON ELECTRICITY.

No. 60, QUEEN'S ROAD.

CENTRAL.

HONGKONG.

Next the Old Post Office.

Hongkong, July 21, 1911.

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail. Ironmongers, Pig Iron and Foundry Castings. General Storekeepers and Shipchangers. Nos. 35 and 37, NING LOO STREET, (Old Street, west of Central Market) Telephone No. 111.

Hongkong, September 4, 1909.

THE CHINA MAIL.

RAILWAY SOUVENIR.

Price 10 cents.

HONGKONG CLUB NOTICE.

THE TWENTIETH DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1896 issue, \$100.00 each) was held in the Hongkong Club House on THURSDAY, the 14th September, when the following Debentures were drawn for Redemption:

5	774	628	1274	1288
17	284	828	1288	1644
34	295	680	1356	1659
41	368	686	1365	1694
48	403	727	1379	1689
53	429	770	1384	1710
51	437	801	1397	1726
52	471	850	1408	1730
101	494	1043	1423	1797
100	503	1062	1471	1823
148	511	1070	1529	1839
156	596	1084	1532	1902
202	614	1180	1650	1904

and will be payable at the Hongkong and Shanghai Banking Corporation on SATURDAY, the 30th September, 1911, in exchange for surrender of same.

By Order, JAMES ORRILL, Secretary.

Hongkong, September 14, 1911. 1181

CAN YOU FIND A BETTER OFFER THAN THIS?

1. Government and Municipal Guarantees for the ultimate repayment of principal, at least at 100%.

2. Possibility of Premiums, the actual amounting simple interest on your outlay, the largest accumulation of a fortune.

3. Payable at the sum you wish to invest by easy instalments.

PREMIUM BONDS

Give you these opportunities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable in cash, based on the highest Government and Municipalities of Europe; they are redeemable at periodical intervals, either with Cash Premiums varying from 25% to 100%, or at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these bonds singly or in combinations of the lowest advanced amounts, payable by convenient Monthly Instalments ranging from 2/6 to 2/9.

We are the largest Dealers in the world, write for full details, and send free.

MELVILLE, GUY & Co., Bankers, 2, Rue de la Bourse, Paris (France).

The most refreshing Perfume

Sweet Lavender!

WATSON'S SPECIALITIES:

Ye Old English Lavender Water

A Delightful Perfume. In Elegant Bottles.

LAVENDER TALCUM POWDER

Pure, Refreshing, Luxurious. For Toilet and Nursery.

Ye Old Mitcham Lavender Soap

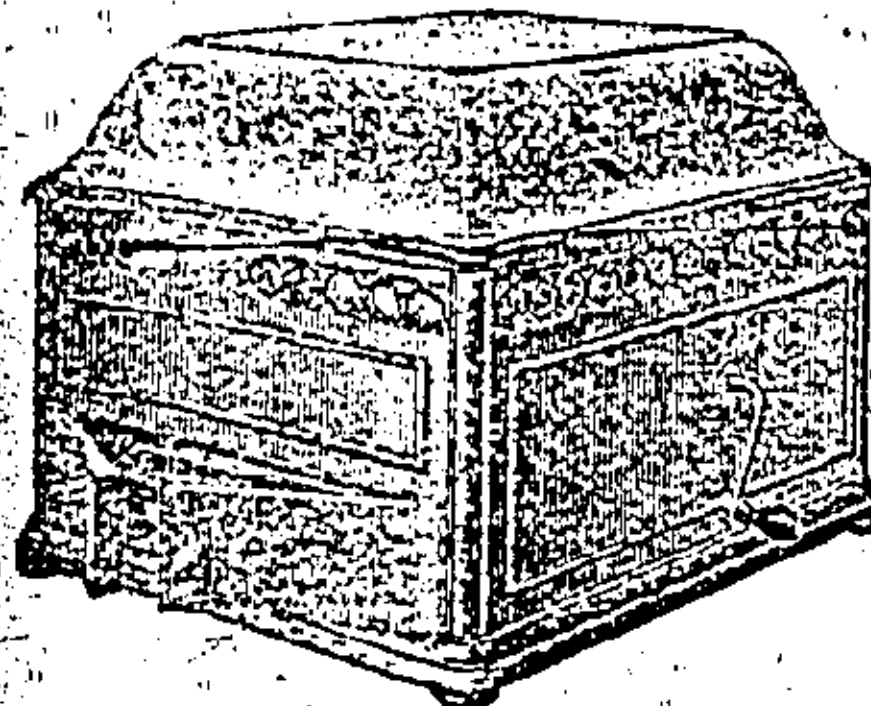
Superfine Quality. An Ideal Soap for Sensitive Skins.

A. S. Watson & Co., Ltd.

Chemists by Appointment to H.E. the Governor.

THE HONGKONG DISPENSARY AND
KOWLOON DISPENSARY.The New
Hornless

VICTROLA X



Price \$175.

A PERFECT MUSICAL
INSTRUMENTS. MOUTRIE & Co., Ltd.
SOLE DISTRIBUTORS.

H. K. 100, 101, 102, 103

Powell's

Limited.

NEW CONSIGNMENT OF

BABY
CARRIAGESWICKER
AND
POLISHED WOOD
SINGLE AND DOUBLE STYLES.VERY
REASONABLE PRICES:

Wm. Powell, Ltd.

VICTORIA THEATRE.

DES VOUEZ ROAD CENTRAL.

7.15 P.M. TO 8.45 P.M. AND
9.15 P.M. TO 11.15 P.M.THE FINEST AND COOLEST
HALL IN THE COLONY.NEW PICTURES! NEW PICTURES!
THE GRAND DRAMATIC ART FILM.

ANTONIO FOSCARINI.

GRAND CHAMBER OF PROGRAMME

By HONGKONG'S FAVORITE.

THE

Harmonious Huxhams

IN TOPICAL SONGS.

SATURDAYS AND SUNDAYS
AT 4.30 P.M.

the oscillation in any one direction the greater must be the restraining force invoked to curb or neutralize the movement. All such movements have an inertia, and consequently, like a pendulum, pass the middle line and establish a negative phase. The history of any race in its sex composition would show us that such oscillations have occurred throughout time, modified, no doubt, in their regular sequence by such factors as wars and famine. These oscillations of sex balance have brought with them certain changes and movements in the people themselves; an excess of males would naturally tend to produce war, either civil or foreign, while a superfluity of females is easily associated with upheavals in the domestic policy of the community. There is no doubt that, could we trace the history of the world, or any sections of it, we should see that man simply reacts to certain variations which are inevitable sequences in the establishment of this balance. Are there at present any indications of the methods upon which, or factors by which, this state is maintained? As is usually found, 'truth is simple', and so the workings of nature, when once discovered, are easily understood. The sex constitution of our population, upon which such mighty issues depend, appears to obtain its regulating force from a very simple factor, and apparently is correlated with age only.

"At the present time the sex balance is as follows: At birth the ratio of males to females is about 1,030 to 1,000; at the fifth year, owing to deaths among the males, the balance is equal; from the fifth to the fifteenth year the mortality among the females is slightly higher than among the males, but from that time onward, the females relatively increase. If we take the males as a few years older than the female; for the purpose of mating, then the balance is disturbed further still. The result of this is to produce in a community a section of women who cannot possibly perform that function for which they were fashioned. Their energies are naturally directed into other spheres, as evidence of which we see the revival of the movement for political recognition. The agitation is no new one, and apparently is dependent for its strength and virility on the position of the sex pendulum. If the present female oscillation has not yet reached its zenith the agitation will continue; if the reverse is happening, as there is reason to believe to be the case, then the present movement, after certain bursts of rejuvenescence, should slowly subside, to be again resurrected at some future epoch in the history of the world."

As a matter of fact, Mr. Ewart says, the tendency to produce females over males is present in young mothers; at more mature ages there is an excess of males, and the self-regulating balance depends on this. When females are scarce they naturally, owing to demand, mate early in life, and tend to reproduce an excess of their own kind (females), thus neutralizing the state which recently existed. On the other hand, with males in the minority, the females will mate at more mature ages, in which circumstance an excess of males is produced. "We see, therefore, that the natural tendency at the present times is to neutralize the female excess. We may possibly look upon ourselves at the present moment as being at the zenith of a female oscillation, and as time progresses, helped probably by a saving of infantile life, a more numerical equality of sex will be established. The relationship of the age of the father to the sex of the child is much the same as the mother, and where disparity in age occurs the influences may neutralize each other, so that with a mother of about twenty years and a father of about thirty years, the chance of a boy or a girl should be about as equal as nature can make such a problem. Education is not tempting to teach the inhibition of self, thus delaying the age of marriage,

so that the preponderance of male births should go on increasing. If the present rate of progress is maintained, and allowing for the greater mortality of the male infant over the female, an average marriage rate of between twenty-seven and twenty-eight years should produce a population in which the males are at all periods in excess of the females."

NEWS OF THE DAY.

The manager of a shop, No. 121, Des Vaux Road, reports that someone stole his watch and chain, value \$100.

A despatch from the Secretary of State for the Colonies published in the Gazette announces that the State of Brunei has now been included in the penny postage scheme.

A new Bill entitled "An ordinance to amend the Railways Ordinance, 1909," published in the Gazette for general information, is to be read a first time at the next meeting of the Legislative Council.

Shipowners, recommends a Board of Trade committee, should be warned of the indiscriminate landing to passengers and crew on board liners of patent medicines, purgatives, specifics for sea-sickness, and nostrums advertised to cure liver and nervous complaints, and the like, which constitutes a source of danger.

THE CANTON-KOWLOON
RAILWAY.

Arrangements are being pushed forward for the establishment of through traffic on the British and Chinese sections of the Canton-Kowloon railway. As already stated, the through service will be inaugurated on the 2nd October. A working agreement has been come to between the Canton and Hongkong authorities, after a great deal of negotiation, and high hopes are entertained of its success in operation.

There are to be two through express trains a day from either end, and the whole distance—over 110 miles—will be covered in a little under five hours. The first-class fare for the whole run is \$5.40 Chinese currency and \$5.00 Hongkong currency; the second class \$2.70 and \$2.50; and the third class \$1.35 and \$1.25. Return tickets will be issued to second and third class passengers at one and a half times the single fare. There are available for return up to two days after date of issue. The express trains make a stoppage at Shek Lung about 70 miles up from Kowloon. Each first class passenger is allowed to carry 130 lbs of luggage free of charge, the weights for second and third class being 100 lbs and 67 lbs respectively. All excess luggage is to be charged for at specified rates.

Special trains can be arranged for, reserved seats can be fixed up, and special terms can be had by picnic parties, sporting parties, theatrical troupes, etc. Passengers by the through trains from Canton who wish to travel to Hongkong are advised to see that they receive tickets for Hongkong and not for Kowloon. On giving up their tickets prior to arrival at Kowloon, they will receive from the ticket collector tickets for the Star Ferry crossing, for which no charge is made. In the case of return tickets holders must retain the inward half of their railway tickets and will be given a return ferry ticket from the ticket collector.

Tickets are not issued to Yantai or Hong Hom by through express trains; passengers for these stations must therefore book to Kowloon but may alight at Hung Hom Station.

GREAT PORTUGUESE
HOUSING SCHEME.

As is well-known, the recent unrest in South China has led many of the more wealthy Chinese to come to Hongkong and lately there has been somewhat of a boom in house property in the Colony, thus causing many families who have had considerable difficulty in finding fresh quarters in which to reside. In this connection it is understood that the matter, like all matters great or small, has had the earnest consideration of His Excellency the Governor, and a housing scheme on a rather large scale, more particularly for the Portuguese section of the community is under consideration. In a large measure the Portuguese are the people who have been most affected by the boom and that being the case it is suggested that they should have first consideration in the first place because they are to all intents and purposes British subjects by birth and comparatively few, if any, ever migrate and settle in Macao or go to Portugal.

No details of the scheme are yet decided, but we understand that the idea is to build a number of houses in Conduit Road and let them at a reasonable rental which will go towards the purchase price of the houses so that a tenant, at the end of a certain number of years, will be given the title deeds and the property becomes his own. It is also understood that a junior member of the Legislative Council is actively identifying himself with the proposal so that if it ever materializes the scheme will be on a solid foundation.

NOTHING DETTER.

FOR boral complaints in children always give Chamberlain's Colic, Cholera and Diarrhoea Remedy, and castor oil. It is certain to effect a cure and when reduced with water and sweetened is pleasant to take. No physician can prescribe a better remedy. For sale by all Chemists and Dispensaries.

COMPANY MEETINGS.

Douglas Steamship Co., Ltd.

The ordinary general meeting of shareholders of the Douglas Steamship Co., Ltd., was held at the Company's Office, to-day. Mr. H. P. White presided and there were present Messrs G. O. Mackie, G. A. Tomes, Hon. Mr. G. H. Ross, consulting committee, T. F. Hough, G. H. Medhurst, Chan A. Tong, J. E. Gomes and the secretary, Mr. G. H. Barton.

The secretary read the notice convening the meeting.

The Chairman said:—Gentlemen, The report and accounts having been in your hands for some days, with your permission we will take them as read. We are glad to be able to come before you with accounts showing a considerable improvement in working on that of the past two years, an improvement which, perhaps, is all the more satisfactory, in that it took place during the last 6 months of the year's working, and as you will gather from the report, we have been able to raise the rates of freight which, during recent years, have been on a very unremunerative basis, and as competition in our special trade is now rather less keen it is to be hoped that the improvement manifested will continue, though it is difficult to forecast the effect the general unrest in China will have on the trade of the East.

As regards the present outlook the Hainan trade and this charter though not a fat one, should show a fair return; while the other steamers of the company are obtaining good cargoes on the coast, and despite the severe meteorological conditions that have prevailed during the last three months and which have caused unwelcome delay to shipping, earnings for the current quarter are satisfactory. We trust that the proposed distribution of profits will meet with your approval, for though we pay away nearly all that has been made during the year, the general managers and consulting committee are of opinion that improved prospects and the financial position of the company warrant the suggested appropriation. Turning to the proposed alteration in the Articles of Association which you will be asked to sanction at the extraordinary general meeting to be held after this meeting, empowering the general managers to increase the amount underwritten by the company on the steamers, I would point out that the Articles limiting the amount on any one steamer to \$25,000 were framed at a time when the dollar was at a very much higher sterling value than at present, and as the amount at credit of the underwriting account is now over \$110,000 it is thought that the company might with advantage carry a larger risk, at any rate, on the higher valued steamers, the premium on which would go to the credit of the underwriting account, instead of into the pockets of the insurance companies. Claims paid out of the insurance fund during the last 10 years amount to a little over \$5,000 and unless there are any serious accidents to the steamers, which one sincerely hopes will not happen, the account would be benefited by the proposed change in the Articles. Before proposing the adoption of the report and accounts, I shall be pleased to answer any questions that shareholders may wish to ask.

There being no questions the Chairman proposed the adoption of the report and accounts.

Mr. T. F. Hough seconded and the motion was carried.

Mr. G. O. Mackie, Hon. Mr. C. H. Ross and Mr. G. A. Tomes were re-elected to the Consulting Committee on the motion of Mr. G. H. Medhurst, seconded by Mr. Chan A. Tong.

Messrs Lowe and Potts were re-elected auditors on the motion of the Chairman, seconded by Mr. T. F. Hough.

The Chairman—I may say that dividend warrants will be ready on Monday.

An extraordinary general meeting of the Douglas Steamship Company, Limited, was held subsequently when the subjoined extraordinary resolution was proposed:

"That Art. 18 (3) of the Company's Articles of Association be altered by substituting the sum of \$50,000 for the sum of \$25,000 in line two."

Mr. T. F. Hough seconded and the motion was carried.

The resolution will be submitted for confirmation as a special resolution to a second extraordinary meeting which will be subsequently convened.

The Chairman—Thank you for your attendance, gentlemen.

THE KINSHAN COLLISION.

The collision between the U.S. Kinshan and the Chinese gunboat Pao Pak is being commented on by the native Press. It is stated that the gunboat was returning to Canton from a tour, during which some official had been examining the condition of several forts, and when nearing Canton, she and the Kinshan collided. It is contended, with what degree of truth we cannot say, that the gunboat blew her whistle and that everything was done that could be done, but she ran into the stern of the Kinshan. There is a statement that the Kinshan only blew her whistle once, and did not stop her engines. But whoever was to blame, the loss and outlook of the Chinese gunboat was badly damaged and immediately the official on board made out his report and forwarded it to the Viceroy, making a demand for an indemnity from the owner of the steamer. The demand, indeed, was very exact.

On the other hand, another report was sent in to the British Consul General, and he immediately sent in a request to the Viceroy that the matter be at once examined into, and asked the official to be appointed to the work. It was agreed that the matter be taken in hand at once, and as quickly decided.

SPORTING.

The Harbour Race.

We wish to mention, as it appears that it is not generally known, that there are three prizes for the China Mail's Harbour race, 'Runner up' and third man both receive mementoes.

The race will be swum on Wednesday next, 27th inst. (weather permitting); the start to be made at half past five.

A launch will leave the V. R. C. at 5.15 sharp to convey competitors to the starting point, Police Pier, Kowloon. The finish will be any part of the Plover Wall between Murray Pier and the V. R. C. premises.

Entries, which close on Monday, may be sent, accompanied with a fee of fifty cents, to Mr. Frank Lammer, Hon. Sec. V. R. C., or the Sports Editor, China Mail.

Aquatics.

V. R. C.'s Second Day.

Yesterday the V. R. C. had another very successful afternoon's sport. The first event was the deciding of the heats for the 50 yards' handicap. Some exciting racing and good times were done. The main event of the day came next—the 220 yards championship of the Colony. There were only two entrants, T. Logan and A. A. Claxton. The former won by about 35 feet. Logan's time was taken as follows:—

14.2, 30.4, 47.3, 55.4, 65.4, 107.2, 129.3, 132.1, 107.2—2 mts. 47.1 secs. Claxton's time was 3 mts.

The diving from the spring-board was not up to standard. Remedies was easily first, but second place was a close thing.

The sports ended with a fast and exciting water-polo match, between two pick-up teams. 'White's', captained by H. A. Lammer, beat the 'Blues' by 3 goals to one.

The results of the several events were as follows:—

TWO LENGTHS' HANDICAP: First heat—1, F. L. Roza, received 6 secs. Time—31.4 secs. Second heat—1, R. C. Wittell, receives 5 secs. Time—30.3 secs. Third heat—1, A. J. V. Ribeiro, receives 9 secs. Time—33.3 secs. Fourth heat—1, G. V. Sowell, receives 10 secs. Time 35.3 secs.

220 YARDS CHAMPIONSHIP: 1, T. Logan; 2, A. A. Claxton. Time—2 min. 47.1 secs.

TROWING THE POLO BALL: 1, L. E. Lammer, 64 feet; 2, F. K. Tsa, 61.5 feet.

RUNNING HEADS FROM SPRINGBOARD: 1, J. M. A. Remedios; 2, M. A. Souza. FOUR LENGTHS' HANDICAP: 1, F. L. da Roza receives 12 secs; 2, R. C. Wittell, receives 11 secs. Time—1 min. 11.1 secs.

A smoking concert, for which a good programme including animated pictures has been prepared, is to be held to-night in the Club's Gymnasium.

Hongkong Gymkhana Club.

The following is the programme of the Fifth Gymkhana Meeting to be held at Happy Valley, on Saturday next, 30th inst. (Weather Permitting):—

1.—3.30 P.M.—ONE ROUND.—For all China ponies which have run and not won at this season's Club Gymkhana.

Mr. M. H. Logan's Merry Scot, 155 lbs. Mr. V. Lox's Greyback, 155 lbs. Mr. T. S. Forrest's Rejected, 152 lbs. Mr. Hickman's Kerry, 152 lbs. Mr. Downham's Chibby, 152 lbs. Mr. Ellis Kadoorie's Arcadian Chief, 149 lbs.

2.—3.50 P.M.—GYMKHANA STAKES.—Value \$100. Distance One Mile. For all China Ponies.

Mr. H. P. White's Luchine, 156 lbs. Mr. Brutton's Oil King, 151 lbs. Messrs Hughes and Jervois' Favourite, 149 lbs. Mr. James' Brushwood Boy, 148 lbs. Mr. Brutton's Lynnington, 145 lbs.

The marks to date are:—

Luchine, 9 Favonius, 8 Caggies, 5 Arcadian Chief, 4 Kerry, 4

3.—4.10 P.M.—INDIVIDUAL TEXT POOLING. Mr. G. K. H. Brutton. Mr. C. H. Logan. Capt. Panjular. Mr. G. Moxon. Mr. G. H. Ross. Mr. R. F. C. Master.

D. C. L. GINS.

These Famous Gins are Distilled in London by the DISTILLERS COMPANY, LIMITED, whose name alone is a Guarantee of the Superior Quality of their Products.

For Quality, Delicate Flavour and Delicious After-Taste D.C.L. Gins are unrivalled.

FOR GIN COCKTAILS, THEY ARE SUPPLIED.

OLD TOM D.O.L. Per Doz. Bottles \$8.00
DEY GIN D.O.L. " " 8.00

FOR LOCAL CONSUMPTION, DUTY EXTRA.

SOLE AGENTS:

H. Price & Co., Ltd.

WINE MERCHANTS.

12, Queen's Road Central, Hongkong.

4.—4.30 P.M.—ONE MILE FLAT RACE.

Handicap.—For Subscription Grifflins of any season.

Mr. C. Jay's Truwin, 153 lbs. Mr. T. S. Forrest's Alerity, 151 lbs. Mr. H. P. White's Truwin, 148 lbs. Mr. V. Lox's Greyback, 148 lbs. Mr. Ellis Kadoorie's Matchless Chief, 146 lbs.

5.—4.50 P.M.—LADIES NOMINATIONS. THREE FURLONGS SCAUR.—For China Ponies. Subscription Grifflins of any season and hand side Polo Ponies.

Mr. Ching's Urgent, Miss Davidson, 150 lbs. Susan W. H. Hastings' Xmas Daisy, Mrs. Hastings 152 lbs. Mr. Hickman's Raffles, Mrs. E. Potts 152 lbs.

6.—5.10 P.M.—ONE AND A QUARTER MILE FLAT RACE. HANDICAP.—For all China Ponies.

Mr. James' Brushwood Boy 160 lbs. Mr. Ellis Kadoorie's Arcadian Chief 155 lbs. Mr. H. A. Seth's Nombasa, 154 lbs. Mr. Hickman's Kerry 152 lbs. Mr. Brutton's Oil King 151 lbs. Mr. M. H. Logan's Merry Scot, 151 lbs. Mr. T. S. Forrest's Rejected 140 lbs. Mr. Downham's Chibby 145 lbs. Mr. T. S. Forrest's Alerity, 144 lbs.

TRAINING NOTES.

The rain this morning rather spoilt the pleasure of the early hours; nevertheless there was a fair attendance at the Race Course. Happy Valley, and a lot of work was done including not a few gallops. The inside course was the only one open and was rather heavy going. The following were the times taken:—

Truwin, boy, one mile, 44.3, 1.21.3, 1.57.3, 2.31. Greyback, owner, one mile last three quarters, 37.1, 1.12.1, 1.47. Oil King, boy, 1 1/2 miles, last three quarters, 38, 1.15.3, 1.49.3. Matchless Chief, boy, one mile, 37.2, 1.18.2, 1.53.1, 2.28.

Brushwood Boy, owner, one mile, 2.19, last quarter, 32. Luchine, boy, half-mile, 1.04. Kerry, boy, 7/8 miles, 3.00, last quarter, 33. Alerity, Gegg, 1 1/2 miles, 3.14, last quarter, 32. Raffles, one mile, 2.31, last quarter 34. Rejected, three-quarters, 1.48, last quarter 34. Arcadian Chief, boy, one mile, 45.2, 1.25.2, 2.0.3, 2.32.2. Urgent, boy, three-quarters, 40.3, 1.17, 1.51.

CHINA.

TYPHOON FILLING UP.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 11 a.m. to-day:—

Manila, September 23.—Cyclone or typhoon E of Luzon, more than 300 miles distant, filling up.

THE PORTUGUESE REPUBLIC.

A telegram from the Secretary of State for the Colonies published in the Gazette, states that His Majesty's Government has recognised the Portuguese Republic.

RAILWAY RECEIPTS.

The statement of approximate traffic of the Kowloon-Canton railway during August is published in the Gazette as follows:—

Passengers, 21,227; coaching, \$7,105.29; goods, \$552.92; miscellaneous, \$2,163, making a total of \$8,828.28 or a total of \$122,504.91 since the opening of the railway.

VICTORIA SKATING RINK.

After being closed down during the hot weather the Victoria Skating Rink will re-open on Sunday, October 1, at 10 a.m. The spacious rink has been thoroughly renovated and put in proper order for the forthcoming season so that the several sessions will no doubt be as enjoyable as those of last year. From time to time carnivals and races will be held so that there will be plenty to stimulate interest in this popular pastime. Rinking enthusiasts will be able to obtain monthly tickets on application at the Victoria Theatre.

BY TELEGRAPH.

THE CANADIAN ELECTIONS.

CONSERVATIVES' SWEEPING VICTORY.

RECIPROCITY DOOMED.

(*Reuter's Service to the China Mail.*)
London, Sept. 22.
The Canadian elections took place yesterday and the returns at 9 p.m. indicate that the Government will be defeated and Reciprocity rejected. The Conservatives then had a net gain of 29.

MINISTERS DEFEATED.

The Hon. W. S. Fielding, Minister of Finance; Hon. W. Paterson, Minister of Customs; Hon. G. P. Graham, Minister of Railways and Canals; Hon. Sydney Fisher, Minister of Agriculture; Hon. Sir F. W. Borden, K.C.M.G., Minister of Militia and Defence; Hon. W. L. Mackenzie King, C.M.G., Minister of Labour, have all been defeated. The Opposition leader Mr. Borden, has been elected.

LATER DETAILS.

(*Reuter's Service to the China Mail.*)
London, Sept. 22.
The Hon. W. S. Fielding, Minister of Finance, was also defeated. The early returns indicated that the Government would have a bare majority, and the actual landslide was not expected. The Opposition made heavy gains in the maritime provinces and in Ontario. They won six seats in Quebec, Sir Wilfrid Laurier's stronghold. The Hon. Mr. Fielding and the Hon. Mr. Paterson, both of whom were defeated, were the Ministers who negotiated Reciprocity.

PRESIDENT TAFT DISAPPOINTED.

At Kalamazoo President Taft received the election returns at a banquet, but refused to say more than, "I am greatly disappointed."

THE FINAL RESULT.

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President Taft in a speech at Battle Creek yesterday afternoon reiterated his opinion that Reciprocity was simply a trade pact by which annexation was not even a remote possibility. He favoured the abolition of Custom houses on the frontier, absolute free trade with the Dominion as a substitute.

President Taft was at Kalamazoo when he heard of the defeat of Reciprocity. Speaking at a banquet he said he was greatly disappointed by the news. "I had hoped," he said, "that the measure would pass and prove the correctness of my judgment that it is a good thing for both countries. It takes two to make a bargain, and if Canada declines we can still go on doing business at the old stand."

RESULT A SURPRISE.

The completeness of the victory of the Conservatives has come as a general surprise. The Liberals have lost over 40 seats. The Conservatives carry the whole of Winnipeg.

A NATIONAL VICTORY.

Mr. Borden, the successful leader of the late Opposition, in the course of an interview, stated that the people had answered those who desired to drive Reciprocity through Parliament by a temporary majority not possessing a mandate thereon. Canada was determined that there was to be no parting of the ways, but she would continue along the path of nationhood. She had emphasized the strength of her ties with

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BY TELEGRAPH.

CHINA'S FOREIGN MINISTER.

RECEIVED BY AUSTRIAN EMPEROR.

(*Reuter's Service to the China Mail.*)
London, Sept. 22.
Reuter's correspondent at Vienna says Emperor Franz Josef has received in audience H.E. Liang Tung Yen, the Chinese Minister for Foreign Affairs.

THE FRENCH NAVAL MISHAP.

(*Reuter's Service to the China Mail.*)
London, Sept. 22.
Eight deaths have resulted from the gun accident on the French battleship Gloire.

THE LATEST ESPIONAGE CASE.

ARRESTED ENGLISHMEN RELEASED.

(*Reuter's Service to the China Mail.*)
London, Sept. 22.
The two young Englishmen, who were arrested at Emden, released and then re-arrested on instructions from Berlin have now been released again.

SZCHUEN STILL DISTURBED.

(*Woh, Tai Yat Po's Service.*)
PEKING, Sept. 22.
The Viceroy of Szechuen has wired to the Chinese Government that there are still over 10,000 rioters in the neighbourhood and as the foreign-trained troops cannot be relied on he has requested that about 2,000 troops from the neighboring provinces be sent to his assistance immediately.

CRUISERS ARRIVE.

PEKING, Sept. 22.
British, French, German and Japanese cruisers have arrived at Cheung King, near Chengtu, but have not proceeded further at the request of Commander Chan Kwan San, through the respective consulates, in order that their presence will not excite the people still further.

ADMIRAL LI STILL INDISPOSED.

(*Woh, Tai Yat Po's Service.*)
PEKING, Sept. 22.
His Excellency Chang Ming Chi, Viceroy of Canton, has memorialized the Throne that Admiral Li Chun has not yet recovered from his wounds received during the recent bomb outrage, and that Commander Lung Chai Kong, who is at present in charge of the Southern Squadron, is unable to leave for Szechuen as ordered by the Government.

TYPHOON AT HOIHOW.

Jobson Steamer's Experiences.

Accounts from land indicate that Hoihow suffered severely in the recent typhoon, the full force of which blew for eight hours at the port on the 19th inst. This morning a report reached us that two of the Jobson Line steamers had been badly damaged in the "blow" and with a view to ascertaining the facts a representative called at the firm's office. Our representative was informed by the manager that he was true that two of their steamers, the Mathilde and the Signal, were damaged, and though full details were not yet to hand, the facts were not so serious as had been rumoured in the Colony. The Mathilde suffered the worst of the two. She had left Hoihow for Hongkong but had not got very far when it was decided that in view of the approaching typhoon she should put back again. She got into port and anchored, but on 19th inst. the typhoon, which blew for eight hours without intermission, that she lost her two anchors and cables and was driven on to the rocks. However, later she was able to get off unscathed and so far as was known she did not sustain any serious damage. The Signal rode practically through the typhoon but also lost her anchors towards the end. However, she was able to keep clear of the banks.

As is well-known, Hoihow is an open roadstead very exposed and subject to the full force of N.E. gales. Steamers anchor anywhere between 3 and 4 miles from land, and even then the ground is not good holding and vessels frequently drag their anchors or have to move out under steam when a strong "north-easter" is blowing. The long stretch of shoal water acts as a deterrent to the low ever becoming a port of consequence, and trade on this account is severely handicapped, especially as the cargo post service can never be depended on for handling cargo.

RAMBLING NOTES.

With the end of September in view we're still waiting for a big drop in the temperature. The days have been hot enough during the past week, but thank goodness it's getting a bit more "nippy" at nights. Those optimists who a fortnight ago donned dark suits in the belief that the cold season had really set in have had to revert to cooler attire during the past few days. But it ought not to be long now ere they can once more don their tweeds. Then it will be good-bye to the delights of bathing picnics.

Anyhow the Colony is already beginning to stir itself with a new life. Football teams are being examined in preparation for the coming season and already cricketers have been "getting their eye in". Tennis, too, can now be played in comfort; so there's something for everybody to turn their energies to. Happy Valley will soon again justify its title as "the playground of the Colony."

Those dear folk who believe in omens shrugged their shoulders and puckered their brows when the typhoon signals went up on a date so near the anniversary of the disastrous "blow" of 1906. They were sure history was going to repeat itself, but once again they learned that it is dangerous to prophesy unless one knows—then it's easy to be wise. No, thank heavens we had nothing more serious than half a gale on the 18th, though as it was I heard that some Kowloonites were on the verge of senselessness in crossing the harbour at mid-day.

For the first time, the day typhoon signals have been hoisted from the mast-head on Signal Hill. The change has been appreciated by practically all the residents of the peninsula, as well as by shipping people using Kowloon Bay. But why, it is asked, cannot the night signals be also hoisted from the same place? Where they are at present many residents cannot see them, nor can captains on board ships in Hung Hom Bay. Perhaps the desired change can be effected.

A startling piece of news has been whispered round this week. It is no less than that a boycott is being practised by all people, the representatives of law and order at the Central Police Station! But, most interesting of all, is the fact that this boycott is directed against the Canteen of all places. Testotellers and temperance advocates in Hongkong, if there are any—will no doubt rejoice at the good news, for the boycott has been vigorously kept up for more than a week. From all reports everything is practically at a standstill in the Canteen Department with the exception of an occasional call for a lemonade, averaging in number from one or two a day. It is even said that one brave hero went in and called for a cigar and a glass of iced water—and got it too! Another "blue ribbonite" was seen gingerly entering the Canteen but it was only to buy timed provisions in fear of the approach of the threatened typhoon.

The trouble arose, I am given to understand, through an order being issued to the effect that no-one might sign for a drink for anyone except himself, and as this was regarded as interfering with the liberty of the subject with a vengeance, the men rose up in arms against such a regulation. If a compromise is not speedily effected it is feared that the Canteen will have to close up altogether. Where will our friends get their "nourishment" then?

A "dim religious light" now prevails in the Supreme Court. Evidently somebody has got exclusive and first-hand information that the new Law Courts will not be ready for occupation for some considerable time, for the windows of the Court have taken unto themselves a green hue during the last week, thus shutting out the somewhat annoying sunlight which used to stream down on to the heads of the barristers, solicitors, reporters, and sometimes even the Judges themselves. But why this sudden inspiration at the commencement of the Vacation, the end of the summer and, last but not least, after all these years? The thing is mystifying to a degree and seems to point to the probability that another Chinaman will have a long wait before he can come along and pick up a similar bargain to that secured by a competitor in the case of the old Post Office. I often wonder whether the Sanitary Board has any jurisdiction over that part of the city in which the courts situate and how it is that these dusty old buildings are not subjected to the periodical house-cleaning regulations. Perhaps sentiment operates against the removal of "holy dust."

My little pin-prick administered to a correspondent of your evening contemporary, Mr. Editor, has made him wince little. He obviously didn't like the suggestion that the adjective in the phrase "Ever yours, dear Telegraph" was a bit unfortunate. And hence he smites his chest and passionately declares "I have no hesitation in asserting that far from dear in any other sense than mine, the Telegraph is a good tea-cup's worth." Of course, everybody is entitled to his own view. And, as it is, quite conceivable that there's room for a diversity of thought on this question and for notice, I note that the correspondent's confusion is preceded by these significant words:—"The opinions expressed by our correspondents are not necessarily those of the Hongkong Telegraph." Quite so. Perhaps they know better.

RAMBLER.

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The Dawn of All, by Robert Hugh Benson.
Love Letters of a Faithful Wife, by Lucas Cleve.
The Hampdenshire Wonder, by J. D. Bessford.
Ripe Corn, by S. C. Netherstone.
The Claw, by Cynthia Stockley.
Wedded But Not a Wife, by Florence Warden.
The Queen's Fille, by Canon Sheehan.
The City of Enticement, by Dorothea Gerard.
Master Christopher, by Mrs. Henry de La Pasture.
Tales of the Unseen, by Violet Hunt.
Nigel Ferrard, by Mrs. Baillie Reynolds.
The Summer Book, by Max Pemberton.
He is Risen Again, by Charles Morice.
In Fairy's Mirror, by Violet A. Simpson.
The Indiscretions of a Lady's Maid, by William Le Queux.
A Mysterious Lover, by Alice M. Diehl.
Lilamini, by Maud Diver.
Our Lady of the Leopards, by Albert Dorrington.
When the Red Gods Call, by Beatrice Grimshaw.

Lane, Crawford & Co.

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Just Arrived.

AMERICAN CANDIES

New Season's DEL MONTE FRUIT.

WELCH'S GRAPE JUICE.

ENGLISH BOTTLED FRUIT SEASON 1911 ASSORTED \$7.00 per doz.

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Steamers from Hongkong.	On or about	Connecting at Calcutta with	on or about
LIGHTNING	23rd Sept.	UMHLOTI	15th October.
NAMSANG	28th Sept.		

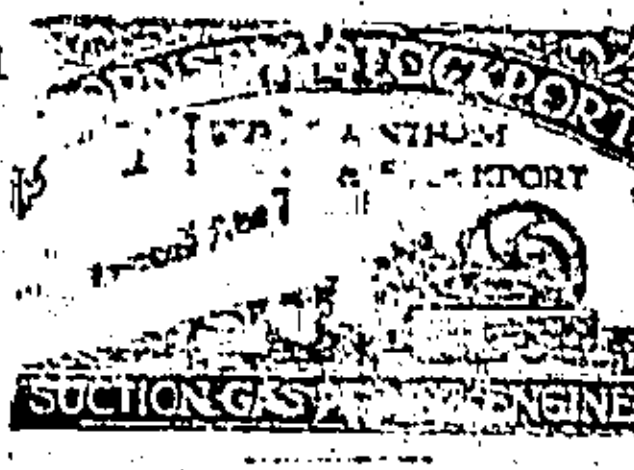
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OVER 11,000 IN DAILY USE.
THESE MAKERS' ENGINES WERE USED AT THE FRANK-BRITISH EXHIBITION, LONDON, AND AT THE WINNIPEG EXHIBITION, CANADA.

HORNSBY OIL ENGINES.

Awarded the £1,000 PRIZE offered by the War Office for the Best Military Engine together with £180 BONUS for exceeding the requirements of the conditions by 45 Per Cent.

PILE DRIVERS AND HOISTING ENGINES

made by the LIDGERWOOD MANFG. CO.

EXPANDED METAL

FOR REINFORCED CONCRETE, PLASTER-WORK, &c.
Prices, Stock List, and full particulars on application.

Quotations for any description of Machinery or Engineering Plant on application to
DODWELL & Co., Ltd., MACHINERY DEPT.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

The British Wood Preservative "ANTHROL"

Destroys WHITE ANTS and prevents decay.
DODWELL & CO., LTD., Agents.

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CONTRACTORS TO HIS MAJESTY'S NAVY.

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DODWELL & CO., LTD.,

GENERAL MANAGERS.

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THE STANDARD LIFE OFFICE.

£1,000 POLICY FOR £2.0.8.

The above monthly premium will secure a £1,000 Policy on a good life aged 25 next birthday.

PREMIUMS BY MONTHLY INSTALMENTS WITHOUT EXTRA CHARGE.

For rates and full particulars apply to
DODWELL & CO., LTD., Agents.

Clifford Wilkinson's 'TANSAN.'

YOU WILL FIND a great advantage in drinking TANSAN, especially in this weather.

IT NOT ONLY quenches thirst but its medicinal properties are marvellous.

FOR GOUT, Rheumatism, general debility, sleeplessness and indigestion, 'TANSAN' is a wonderful remedy.

'WHISKY & TANSAN'

is now a popular expression in the Far East, as it has been found that TANSAN not only mixes well with Whisky, but it gives to the Whisky a delicious after-taste.

BE SURE THAT YOU SEE

Clifford Wilkinson's NAME ON THE LABEL.

SOLE AGENTS:

H. Price & Co., Ltd.,

12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

Hongkong, August 18, 1911.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

DESTINATION	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, CANTON, SINGAPORE, PENANG, SUEZ, ADEN, COLOMBO, CALCUTTA, RANGOON, YOKOHAMA, MANILA, CEBU, ILOILO, SINGAPORE, PENANG, SUEZ, ADEN, COLOMBO, CALCUTTA, RANGOON, YOKOHAMA, MANILA, CEBU, ILOILO	DEVANHA	27th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, CANTON, SINGAPORE, PENANG, SUEZ, ADEN, COLOMBO, CALCUTTA, RANGOON, YOKOHAMA, MANILA, CEBU, ILOILO	DEVANHA	13th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, CANTON, SINGAPORE, PENANG, SUEZ, ADEN, COLOMBO, CALCUTTA, RANGOON, YOKOHAMA, MANILA, CEBU, ILOILO	DEVANHA	27th Sept.	Freight only.
SHANGHAI, MOJI, KOBÉ, CANTON, SINGAPORE, PENANG, SUEZ, ADEN, COLOMBO, CALCUTTA, RANGOON, YOKOHAMA, MANILA, CEBU, ILOILO	DEVANHA	13th Oct.	Freight only.
SHANGHAI, MOJI, KOBÉ, CANTON, SINGAPORE, PENANG, SUEZ, ADEN, COLOMBO, CALCUTTA, RANGOON, YOKOHAMA, MANILA, CEBU, ILOILO	DEVANHA	27th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, CANTON, SINGAPORE, PENANG, SUEZ, ADEN, COLOMBO, CALCUTTA, RANGOON, YOKOHAMA, MANILA, CEBU, ILOILO	DEVANHA	13th Oct.	Freight and Passage.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

EXPRESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS HONGKONG TO VANCOUVER.

S.S. 'MONTAGUE' calls at MOJI instead of Nagasaki.

Proposed sailings from Hongkong and Quebec.

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:

From Quebec:

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Shipping.

U. S. MAIL LINE.

PACIFIC MAIL S.S. COMPANY.

SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific via Honolulu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS

• MONGOLIA, 18,000 Tons, SATURDAY, 30th Sept., at 1 p.m.

• KOREA, 18,000 Tons, SATURDAY, 28th Oct., at 1 p.m.

• SIBERIA, 18,000 Tons, FRIDAY, 10th Nov., at 1 p.m.

• MANCHURIA, 18,000 Tons, SATURDAY, 25th Nov., at 1 p.m.

• MONGOLIA, 18,000 Tons, SATURDAY, 16th Dec., at 1 p.m.

• KOREA, 18,000 Tons, SATURDAY, 27th Jan., at 1 p.m.

• SIBERIA, 18,000 Tons, SATURDAY, 27th Jan., at 1 p.m.

• Twin Screws. — Via Manila.

All Steamers have an Excellent Philippine Stringed Orchestra for the entertainment of passengers and are equipped with Wireless Telegraphy.

The s.s. 'MONGOLIA' will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu, on SATURDAY, the 30th September, at 1 p.m.

Fares: Hongkong to London £71. 10. 0. Return six months £120 24 months £120; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Ports: Officials of any European Navy, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan.

To United States Ports: Commissioners of the U.S. Army, Navy, U.S. P.H. & M.S. Service, at Ports of call, also all Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia.

To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan, Consuls and Vice-Consuls located in Asia, also Commissioners of U.S. Army, Navy, and U.S. P.H. & M.S. Service. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

Persia, 9,000 Tons, FRIDAY, 20th Oct., at 1 p.m.

China, 10,200 Tons, FRIDAY, 17th Nov., at 1 p.m.

The s.s. 'PERSIA' will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, October 20th, at 1 p.m.

On the Fleet Mail Steamers, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports £243.

Hongkong to San Francisco £245.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Company, King's Building (opposite Blake Pier).

FRED J. HALTON, Agent.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS

• NIPPON MARU, 11,000 Tons, G. STEVENSON, Friday, Oct. 6, at Noon.

• TENYO MARU, 11,000 Tons, B. BENT, Friday, Oct. 13, at Noon.

• SHINYO MARU, 11,000 Tons, H. SMITH, Friday, Nov. 3, at Noon.

• CHYO MARU, 11,000 Tons, W. W. GREENE, Friday, Dec. 1, at Noon.

• Triple Screws, turbine engines. • Twin Screws.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Twin Screw Steamer NIPPON MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & HONOLULU, on FRIDAY, 6th October, at Noon.

SOUTH AMERICAN LINE.

In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.

The Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS

• BUVO MARU, 10,600 Tons, Saturday, Oct. 14, at Noon.

• HONGKONG MARU, 11,000 Tons, Wednesday, Dec. 13, at Noon.

• KIYO MARU, 17,600 Tons, Tuesday, Feb. 18, at Noon.

The Steamer 'BUVO MARU' will be despatched for MEXICAN PERUVIAN & CHILEAN PORTS via MOJI, KOBÉ, YOKOHAMA & HONOLULU, on SATURDAY, the 14th October, at Noon.

FARES FROM HONGKONG: £71. 10. 0.

To Valparaiso: Yen 570.00.

SPECIAL RATES (First Class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Ports: Officials of any European Navy, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan.

To Canadian and United States Ports: Commissioners of the U.S. Army, Navy, and U.S.A. Consular Officials stationed at ports of call.

To all Points:—Missionaries and their families.

These magnificent steamers a most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The 'TENYO MARU', 'KIYO MARU' and 'SHINYO MARU' are fitted with Turbine Engines and Triple Screw Propellers.

Through Bills of Lading issued to North, Central and South American Ports.

For full particulars as to Passage and Freight apply to

K. MATSUDA, Agent.

KING'S BUILDING (Opposite Blake Pier)

Hongkong, January 27, 1911.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'.

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES.

via STRAITS AND COLOMBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING CARGO at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH and SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward

Homeward

For Shanghai, Kobe & Yokohama

For Havre, Bremen & Hamburg

S.S. BAYERN, 6th Oct.

For Havre & Hamburg

S.S. BUEVIA, 10th Oct.

For Rotterdam, Hamburg & A'werp

S.S. FURST BULOW, 14th Oct.

For Havre, Bremen & Hamburg

S.S. BENEDAMIA, 22nd Oct.

For Rotterdam & Hamburg

S.S. BELGRADIA, 31st Oct.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS

• SHANGHAI, MOJI, KOBÉ, CANTON, SINGAPORE, PENANG, SUEZ, ADEN, COLOMBO, CALCUTTA, RANGOON, YOKOHAMA, MANILA, CEBU, ILOILO

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• SHANGHAI, MOJI, KOBÉ, CANTON, S

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1912.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colonbo	Leave Hongkong	Connecting Steamers from Colonbo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
Steamer	Tons	Steamer	Tons	Saturday
ASSAYS	7500	MANTUA	11000	March 2
HIMALAYA	7000	MACEDONIA	10500	March 8
DELHI	8000	MOREA	11000	March 22
INDIA	8000	Through Steamer		April 5
DEVANHA	8000	MOLDAVIA	11000	April 19
DELTA	8000	MALOUA	12500	April 27
ASSAYS	7500	MONGHEA	10000	May 11
DELHI	8000	MALWA	11000	May 17
				May 31
				June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON.

1st SALOON £71.10 SINGLE £104.14 RETURN.

2nd £48.8

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Tonnage	Leave Hongkong	Due London
NYANZA	7000	February	about
NILE	7000	March	7
NUBIA	6000	April	6
SUMATRA	5000	April	3
NAMUR	7000	May	1
PALAVAN	6000	May	15
BORNEO	5000	May	29
STRIA	7000	June	12
NOBE	7000	June	26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARE TO LONDON

1st SALOON £55.00 SINGLE £82.10 RETURN.

2nd £38.10

For further particulars apply to

E. A. HEWETT,
Superintendent.MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.For SHANGHAI, KORE AND
YOKOHAMA

MARSEILLES, Via Port of CALEDONIE, MELB. Sept. 26, at 1 P.M.

TRANSHIPING on the Co's Steamers at SINGAPORE, PENANG, COLOMBO, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for LEVANT, CONFINANCE and BLACK SEA

Through Ticket to London, via PARIS, from £27.10 up to £71.10. 21 hours railway from MARSEILLES to LONDON. Interpretors meet passengers on their arrival in MARSEILLES.

For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN To SAIL

HAICHING Capt. W. C. Passmore FRIDAY, 29th Sept., at 1 P.M.

HAITAN Capt. A. J. Roach TUESDAY, 3rd Oct., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf near Black Point.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4,000	M. C. Smith	Manila, Cebu & Iloilo	FRIDAY, Oct. 20, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),
via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
KUMERIC	11,000	G. McGill	10th October.
LUCERIC	11,000	F. McHenry	25th October.
HERCULES	7,000	R. Williams	10th November.

To be followed by other steamers of the Company at regular intervals. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points. Will call at AMOY and KEELUNG if sufficient inducement offers. For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,
King's Building, Praya Central.

TELEPHONE No. 780.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.

From HONGKONG.

30th September.

For Rates and further information, apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS)

Hongkong, April 1, 1911.

From COLOMBO.

17th October.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

The Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS.

FROM HONGKONG

Frequent sailings

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS)

New Line of Steamers

South African Ports.

ORIENTAL & AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius, if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIC, 3,000 tons.....To be despatched End of December.

S.S. KATANGA, 5,000 tons.....To Follow.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,
(Managing Agents)

Hongkong, August 23, 1911

NORDDEUTSCHER LLOYD
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

STEAMERS

Tons

To SAIL

NAPLES, GENOA, AEGHRS, GNEISENAU, WEDNESDAY,

GIBRALTAR, SOUTHAMP, Capt. T. H. Stollberg, 4th Oct.,

TON, ANTWERP & HAMBURG (18,000) at Noon.

SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH, About

Kobe & YOKOHAMA, Capt. E. Malchow, WEDNESDAY,

(18,000) 4th Oct.

MANILA, YAP, MARONN, SAMA, PRINZ SIGISMUND, SATURDAY,

RAI, NEWGUINEA, BRISBANE, Capt. F. Bruening, 7th Oct.,

SYDNEY & MELBOURNE (6,000) Daylight.

RUDAT and SANDAKAN, BORNEO, Capt. F. Sanhill, Middle

(5,000) of October.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd,
MELOHERS & CO.,
General Agents, Hongkong & China.

Regal Boots

AND

shoes

FOR SALE

AT REASONABLE

PRICES



THE SAVOY,

8, D'Agallur Street

(Opposite Court House).

Shipping.

P. & O.
Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

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THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 10th, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES, AND GIBRALTAR, AND IS DUE TO ARRIVE AT

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The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

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E. A. HEWETT, Superintendent.

Hongkong, September 1, 1911.

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Hongkong, July 1, 1911.

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THOS COOK & SON.

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Hongkong, April 4, 1908.

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Notices to Consignees

NOTICE TO CONSIGNEES

FROM EUROPE.

THE H. A. L. Steamship SENEZAMBIA, Captain Ebertson, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained against Bills of Lading countersigned by the Underwriters.

Optional Cargo will be carried on unless notice to the contrary be given to-day. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
Ex ss. Norg from Göteborg.
HAMBURG-AMERICA LINE,
Hongkong, Sept. 21, 1911.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD

BREMEN.

NOTICE TO CONSIGNEES

THE Steamship PRINZ SIGISMUND,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 27th of September will be subject to sale.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th of September at 9.30 a.m.

All claims must reach us before the 1st of October, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriters.

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
General Agents.

Hongkong, Sept. 20, 1911.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD

BREMEN.

NOTICE TO CONSIGNEES

THE Steamship DERFFLINGER,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 28th of September will be subject to sale.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th of September at 9.30 a.m.

All claims must reach us before the 2nd of October, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriters.

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
General Agents.

Hongkong, September 21, 1911.

THE CHINA MAIL

NOTICE

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communication that has already appeared in any other paper will be inserted.

Letters relating to business should be addressed to THE SECRETARY.

Orders for extra copies of the 'CHINA MAIL' should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts. per copy.

Advertisements and additions to Advertisements on Pages 2, 3, 4, 5, 6, 7 and 8 should be sent to the Office, No. 5, Wyndham Street, not later than 11 a.m.

Alterations and additions to Advertisements on pages 1, 6, 7 and 10 should be sent us not later than 1 p.m.

New Advertisements should be sent in before 3 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address 'MAIL' Hongkong
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